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Mrs Paulette R. Kidwell
Customer Service Center

US 10/030,199 (PCT/DE 98/00694)
My ref. PAT5
My 5-page facsimile of 2004/02/14

Dear Mrs Kidwell, 2004-02-15

Despite having already faxed all the document to you, you receive them again and the pp. 4, amended to the missing "to" provide in line 33.

Thank you in advance.

Kind regards

Go

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Attached:

forward motion) of the upper part of body occurs within 200 ms. Despite low speed at 8.5 km/h and low acceleration at 2.5 g in the crashtests of nine different vehicle seats the upper part of body always oscillates. One out of 22 volunteers suffers minor cervical injury, lasting for two days, and a few minor pain, lasting for one to two days.

Due to poor energy-absorption of the rod **201** of the power-plant, far less than that of both deformable longitudinal runners having a peak acceleration of 60 m/s^2, disclosed in DE 3826958 A1, and due to great remaining impact energy, when crashing at high speed into the very stiff column of a highway, the power plant intrudes into the passenger compartment and the seat belts, strongly pulled by the wire **208**, strangulate all restrained passengers, particularly, a fetus of pregnant female passenger.

The rod **201** has to carry out five operations to limit the backward movement of the power plant, to absorb impact energy, to serve as the third bearing of the power plant, to adjust the wire and to convert the movement of the power plant into a movement of both wires. The failure of the device is due to the controversy of the different operations.

Ref. to DE 4224489 A1, whose features are found in AUDI A8 as well as A2, and DE 3826958 A1 a deformable longitudinal runner with a length of "L_E", shown in **Fig.** 10, is subdivided into "n+1" longitudinal members "$Z_1, Z_2, .., Z_a, .., Z_b, .., Z_c, .., Z_d, .., Z_n, Z_{n+1}$". The longitudinal member "Z_{n+1}", having the largest stiffness, is the rear portion of the longitudinal runner, facing the passenger compartment.

Furthermore, DE 19615985 C1 (pending CA 2,249,667) and DE 19636167 C1 (CA 2,236,816 and US-pending patent) teach the stiffness of the longitudinal runner can be increased by additional elements integrating therein. Controllable deformation behaviour is accomplished by inequal stiffness of juxtaposed longitudinal members, under load, having different peak stresses. However, they may have peak stresses at the same level as long as their longitudinal members, for example, "Z_2" and "Z_{10}" are not in juxtaposition. The transient times to the yield value (fracture stress) are variable, hence, determinable. To resolve the problem of buckling of conventional longitudinal runner under great load and to achieve the highest efficiency of the energy absorption the deformable longitudinal runner, guided by the piston rod, is controllably folded, buckled and reamed by a cone- or torus-shaped hub **5.3** of piston head **5.1a**, shown in **Fig.** 6.

SUMMARY OF THE INVENTION

Accordingly, the principle object of the present invention is to provide for a motor vehicle a protective device, comprising a pair of independently operating piston devices, arranged in the front and/or rear section of vehicle body, wires, pivots (pivotal rollers), and vibration-dampening, energy-absorbing delimiters in order to pre-tension the seat belts of all passengers and absorb the pre-tensioning forces to a predetermined length of seat-belt retraction, lower the belt forces, resulting from mass forces of the forward motion movement of the belted passengers, dampen whiplash-related oscillations of the belted passengers and pull the steering wheel out of a head-injury area in real-world front or rear crashes.

A second object of the present invention resides in the independently operating piston device having a cone- or torus-shaped hub which folds, buckles and reams the deformable longitudinal runner, being loosely guided by the piston rod, in order to gradually absorb impact energy and to achieve the highest efficiency of the energy absorption.

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5-page fax

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Dear Mrs Kidwell,

2004-02-14

Enclosed you find

1. the confirmation No 6420;
2. two USPTO-forms and
3. a Credit Card Payment form of $ 92.

Herewith I assure that no new materials are added to the specification which was already filed to USPTO.

Thank you in advance.

Kind regards

Go

Attached:

S. 1

* * * KOMMUNIKATIONSERGEBNISBERICHT (14.FEB.2004 22:42) * * *

TTI GO TECHNOLOGIES

DAT.	MODUS	OPTION	ADRESSE (GRUPPE)	ERGEBNIS	SEITE
881	SPEICHER SENDEN		0017033053230	OK	S. 5/5

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APPLICATION NUMBER	FILING OR 371(c) DATE	FIRST NAMED APPLICANT	ATTY. DOCKET NO./TITLE
10/030,199		Bryan Tung	

CONFIRMATION NO. 6420

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GERMANY

WITHDRAWAL NOTICE

OC000000011558863

Date Mailed: 01/29/2004

WITHDRAWAL OF PREVIOUSLY SENT NOTICE

The Notice of Abandonment mailed on 08/28/2002 was sent in error and is hereby withdrawn. A corrected Notice is enclosed. The time period for reply runs from the mail date of the corrected Notice. The Office regrets any inconvenience the error may have caused.

A copy of this notice MUST be returned with the reply.

Customer Service Center
Initial Patent Examination Division (703) 308-1202
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